

Today's Advertisements.

ROYAL ANTIDILUVIAN ORDER OF BUFFALOES.

GRAND LODGE OF ENGLAND, LIMITED.

"LION AND ROSE" LODGE, No. 1,360.

THE above LODGE will MEET at 43, QUEEN'S ROAD EAST, at 7 for 7.30 P.M., on TUESDAY, the 27th June, 1899. Visiting Brethren are cordially invited to attend. BUSINESS—Election, &c. GEO. W. WATLING, Secretary.

Hongkong, 24th June, 1899. [83]a

THEATRE ROYAL.

TRIUMPHANT RETURN OF THE OLD FAVOURITES.

MESSRS. DALLAS & MUGRAVE'S DRAMATIC COMPANY.

GRAND OPENING NIGHT.

SATURDAY, the 1st July.

GRAND DOUBLE BILL.

The Sparkling Comedietta in One Act

by

FERGUS HUME.

Entitled

"THE OLD GENERAL."

To be followed by the celebrated Comedy in

Three Acts,

by

SYDNEY GRUNDY.

"A PAIR OF SPECTACLES."

PRICES AS USUAL. PLAN NOW OPEN at

ROBINSON PIANO CO.

MONDAY, the 3rd July.

"PINK DOMINOES."

Hongkong, 24th June, 1899. [83]a

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO.

THE Company's Steamship

"FAOTING,"

Captain Jones, will be despatched as above

on MONDAY, the 26th instant.

For Freight or Passage, apply to

HUTTERFIELD & SWIRE, Agents.

Hongkong, 24th June, 1899. [83]a

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"THALES,"

Captain Hall, will be despatched for the above

Ports, on TUESDAY, the 27th instant, at

10 A.M.

For Freight or Passage, apply to

DOUGLAS LAFRAIR & Co., General Managers.

Hongkong, 24th June, 1899. [83]a



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.)

THE Steamship

"BENGAL,"

Captain S. Barcham, carrying Her Majesty's

Mails, will be despatched from this for

BOMBAY, on SATURDAY, the 8th July,

at Noon, taking Passengers and Cargo for the

above Ports.

Silk and Valuable, all Cargo for France,

and Tea, for London (under arrangement) will

be transhipped at Colombo into a steamer

proceeding direct to Marseilles and London;

other Cargo for London, &c., will be conveyed

via Bombay.

Parcels will be received at this Office until 4

P.M. the day before sailing. The Contents and

Value of all Packages are required.

Shippers are particularly requested to note

the terms and conditions of the Company's

Bills of Lading.

For further Particulars apply to

H. A. RITCHIE, Superintendent.

Hongkong, 24th June, 1899. [83]a

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Post Office, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-Clothing, Children's Dresses, and all kinds of Embroidery Materials can be supplied, if required.

The Superiress will have the most grateful for any FAVOR, or OLD CLOTHING, to be made into BODIES for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 24th June, 1899. [83]a

Intimation.

A. S. WATSON & Co., LIMITED.

IMPORTERS OF HIGH-CLASS

SHERRIES.

Per Dos. Case.

B.—SUPERIOR PALE DRY, dinner wine, Green Seal Capsule. —\$10.80

C.—MANZANILLA, PALE NATURAL SHERRY, White Capsule. 12.00

CC.—SUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule. 12.00

D.—VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsule. 14.40

E.—EXTRA SUPERIOR OLD PALE DRY, very finest quality, Black Seal Capsule (Old Bottled). 20.40

B, C, and CC are excellent dinner

Wines and suitable for invalids and

delicate stomachs. D and E are

after-dinner Wines of a very superior

vintage. All are true Xeres Wines.

Sample bottles and smaller quanti-

ties will be supplied at proportionate

wholesale rates.

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorised Agents at the Coast

Ports.

A. S. WATSON & Co., Limited,

QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 24, 1899.

Another death among the soldiers as

the result of over exertion in the sun! A man

of the R.W.F. dropped down just outside

the Tram Station at the Peak yesterday

morning, during the course of, or after re-

turning from field practice in the Peak Dis-

trict. A post-mortem examination was held

by the military medical officers last night

and the man was buried in the Happy Valley

at 7.30 this morning. Again we have to

express our regret that no inquest was held.

In a case of sudden death there is something

more to be ascertained than the immediate

cause of death. This man died of sun-

stroke or heat-apoplexy we presume, and

the post-mortem verified the cause of death,

but many questions still remain to be

answered before it can be definitely pro-

nounced that the death was due to purely

natural causes and that no one is to blame

for the loss of life.

Was the man in a fit state of general

health to be taken out that morning? Was

he properly clothed? Was he carrying

reasonable weight? Was he kept out too

long or needlessly exposed to the sun? Had

he shown any symptoms of weakness or illness

before he actually fell, and was every proper

indulgence given him under the circum-

stances? Was there a medical man with

proper appliances to deal with such a case

on the spot with the column? If there was

any negligence anywhere in any of these

respects that negligence should be made the

subject of inquiry and if need be of punish-

ment and in any case, of amendment.

We commend the matter to the attention

of the Coroner, and have no hesitation in

expressing the opinion that he fails in his

duty if in every such case as this he does

not hold an inquest.

It would be far more satisfactory to the

officers and men and to the public generally

if in every case there was the fullest inquiry,

not by Military Doctors or Military Officers,

but by the Coroner and a Jury. We do not

want men mollycoddled. They ought

to be fit to turn out at any hour of

the day or night for any duty they may be

called on to perform. They must be brought

up to a proper pitch of training for their work

by regular exercises in all weathers, but

every precaution ought to be taken that they

are medically fit for their work, that the

work is graduated to their strength and pro-

gress and that there is proper medical aid at

hand at all times to prevent fatal results.

The necessary requirements of military

discipline leave the soldier so completely at

the mercy of his officers, and so materially

interfere with the power of protecting himself

possessed by the man in civil life, that no

precautions can be too great to ensure his

being properly and efficiently cared for, and

to make it clear to him and to the world

that he is looked after.

It seems a very great pity that the neces-

sary re-organisation of Medical Department

for army work destroyed its proved efficiency for regimental requirements. There is now no medical officer attached to any regiment who serves with the regiment as one of its officers and knows the men in it and their medical histories.

REUTER'S TELEGRAMS.

THE TRANSVAAL DIFFICULTY.

LONDON, June 22nd. The Daily Mail states that it has been practically decided to increase the number of troops at the Cape by 40,000, of which India will contribute 15,000.

SAMOA.

The Commissioners have abolished the kingship at Samoa and appointed a provisional Government composed of the British, German, and United States Consuls.

Later.

FRANCE.

M. Waldeck-Rousseau has succeeded in forming a concentration Cabinet as follows:—M. Waldeck-Rousseau Prime Minister and Minister of Interior.

General Gallifet Minister of War.

M. Delcasse Minister of Foreign Affairs.

M. De Lamsan Minister of Marine.

M. Decrais Minister of the Colonies.

Socialist, M. Millerand Minister of Instruc-

tion.

Socialist, M. Baudin Minister of Public

Work.

THE DEFENCES OF GREAT BRITAIN.

Mr. Wyndham's Bill provides £1,500,000 for Wei-hai-wei which will be garrisoned by two Companies of British, six Companies of Chinese Infantry, one Company of British and one Company of Chinese Garrison Artillery, and a contingent of Engineers.

WEATHER REPORT.

The Observatory report says:—On the 24th at 11.55 a.m. Barometric changes are slight. Pressure remains lowest over China, with slight gradients and light S. monsoon on the coast.

FORECAST:—Moderate S. winds; fair.

LOCAL AND GENERAL.

As will be seen by reference to our advertising columns a meeting of the Royal Antidiluvian Order of Buffaloes will be held on Tuesday next.

THE return billiard tournament between the Catholic Union and St. Patrick's Club will take place at the Club's rooms, the Union having issued a challenge to retrieve their defeat of last week.

By an announcement in our advertising columns, it will be noticed we are to be favoured at the theatre with the presence of Messrs Dallas and Musgrave's Theatrical Company, who have several new pieces to introduce.

A TOTAL eclipse of the moon took place last night, and, owing to the weather, was seen to great advantage. The moon entered the shadow at 8.10 p.m., reached the penumbra at 9.10, emerged from it at 10.40, and the eclipse terminated at 11.40.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The following is the programme of music selected for the occasion:—

1. "March" (Buccellati). 2. "The Star of the East" (Buccellati). 3. "The Star of the East" (Buccellati). 4. "The Star of the East" (Buccellati). 5. "The Star of the East" (Buccellati). 6. "The Star of the East" (Buccellati). 7. "The Star of the East" (Buccellati). 8. "The Star of the East" (Buccellati). 9. "The Star of the East" (Buccellati). 10. "The Star of the East" (Buccellati). 11. "The Star of the East" (Buccellati). 12. "The Star of the East" (Buccellati). 13. "The Star of the East" (Buccellati). 14. "The Star of the East" (Buccellati). 15. "The Star of the East" (Buccellati). 16. "The Star of the East" (Buccellati). 17. "The Star of the East" (Buccellati). 18. "The Star of the East" (Buccellati). 19. "The Star of the East" (Buccellati). 20. "The Star of the East" (Buccellati). 21. "The Star of the East" (Buccellati). 22. "The Star of the East" (Buccellati). 23. "The Star of the East" (Buccellati). 24. "The Star of the East" (Buccellati). 25. 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4.—The scale in the Schedule, though lower than the one proposed last year, is still very much in excess of what should be charged when it is considered that the amount is fully six times that of the Crown Rent on the Marine Lots.

5.—If it were conceded that any necessity existed for this Bill, then Clause 20 ought certainly to receive an addition, something to the following effect: "For a period of fifty years from that date when the scale will be subject to revision."

6.—The Bill is, however, open to several other serious objections, not the least being the breach of faith in certain instances with some of the party owners amounting to something in the nature of confiscation.

7.—The Committee wish again to point out to the Government that many of these piers were erected mainly for the convenience of the travelling public and that they are not now, and never were intended to be, a source of revenue. This is notably the case with the wharves of the River Steamboat Companies. Were these piers dispensed with and passengers and cargo landed in boats, as is done from the ocean steamers, great inconvenience would result, and the duties of the Water Police would be largely added to, while the facilities now existing for the rapid discharge and distribution of the food supplies brought in the river steamers would be much curtailed.

8.—Under all the circumstances therefore, and having regard to the fact that any burdens laid upon wharf owners must necessarily prove obstructive to the course of trade, a tax upon shipping, and an interference with the freedom of the port, the Committee trust that His Excellency the Governor will be able to see his way to continue the system and scale of rents for wharves now existing or with only some slight modification of the same.

I have the honour to be, Sir,
Your most obedient servant,
R. CHATTERTON WILSON,
Secretary.

Hon. Colonial Secretary.

SANITARY BOARD.

A special meeting of the Sanitary Board was called this morning to consider the advisability of declaring Amoy an infected port. There were present:—The President (Dr. Atkinson, Principal Civil Medical Officer), occupied the chair, the Hon. R. D. Ormsby (Director of Public Works), Mr. E. Osborne, Mr. Dr. Clark (Medical Officer of Health), Mr. A. W. Brewin (Acting Registrar-General), and Mr. Duggan (Secretary).

The President said as further correspondence had been received from Mr. Hux stating that the plague at Amoy had become epidemic he had called the meeting of the board to recommend to the Government that the port of Amoy be declared a place infected with Bubonic plague.

The motion was put and carried. This was all the business.

LEGAL INTELLIGENCE.

SUPREME COURT.

CRIMINAL SESSIONS.

Before the Hon. W. M. Goodman (Acting Chief Justice).
June 24th.

THE MUTUAL STORES CASE.
The case of R. G. Hopkins, adjourned from yesterday, was resumed this morning, and the cross-examination of a comrade, who supplied goods to the Mutual Stores, was continued by accused.

James Henry Cox, manager of Messrs. Turner & Co., sworn, said:—We, as a firm, had extensive dealings with the Mutual Stores. Five thousand dollars were deposited with us as security of acceptances for goods ordered from England for the Stores. The Mutual Stores purchased goods from Lipton through us, which were consigned to us by our London agents. Accused dealt with us for goods supplied to the Stores. He was actually engaged with us whilst looking after the Mutual Stores; we paid him \$125 per month and commission. Up to the time of prisoner's leaving Hongkong the Stores owed us \$14,000. We had appropriated the \$5,000 as the full amount due for goods was \$19,000. Loh Ku Ping paid the \$14,000 on the 8th of April when we wrote to him about the amount owing.

Inspector Thomas Moffat, sworn, said:—I went under instructions to bring prisoner back from Shanghai, and after getting the authorities' permission at that port, I returned here on the 22nd of April with accused in custody.

By the Accused:—There was in your possession when arrested boxes of clothing, photograph, etc., and \$38.20 cash. On the chair-room of the ship being searched at Hongkong, a \$10 gold piece (American) was found belonging to you.

R. C. Hurley was put in the witness-box and examined as to making up a statement of affairs from the Stores' books, and he stated that there was up to the time of accused's leaving the colony a deficit of over \$8,000.

Prisoner addressed the Court and said that he started the banking account with money lent by a person outside the firm. There was no written agreement between him and the other partners. He then went into the method of supplying men-of-war with goods. He was appointed agent for Lipton through Galbraith & Co. of England. Prior to that date, after Messrs. Turner & Co. of Hongkong, never delivered goods to men-of-war without being paid first by the Mutual Stores. Goods to the amount of £663 had been supplied to the *Powerful*, and accused had drawn on Lipton bills for £300, £100 and £300, amounting in all to \$700. He pointed out that the £35 overdraft was for telegrams, etc. His Lordship said that was a big amount for a few telegrams. Accused further said that the draft for £200 was a private affair had nothing to do with the Mutual Stores. Out of that draft he had drawn the first \$1,000 to pay a comrade. The \$100 was drawn in an advance and paid to Mrs. Brentnall.

His Lordship pointed out that Mrs. Brentnall left on the 21st for Japan, and the cheque was not cashed until the 22nd.

Accused again said the draft for £200 had nothing to do with the Stores, but:

His Lordship remarked that it was somewhat curious that this last draft should not be on the Mutual Stores, but on all the others. And could not have been dealing with the Stores, he said, to be a private one.

Accused admitted receiving the money, but he could not in any way prove why he drew that draft privately on Lipton, although he drew an invoice was sent with the draft for up to the adjournment for him could he produce a copy of that invoice, he thought he had it in one of the boxes in the possession of the police.

His Lordship, continuing, said accused would have to prove the invoice and also explain to the jury why he went away under another name, i.e., (Hightoun), could not understand why accused had stated all this at the Magistrate's. He did not think it helped him by suddenly springing such an assertion as the last moment.

An adjournment was made for Friday and to allow accused to search his boxes for a copy of the invoice sent with the draft for £200.

On resuming, prisoner's boxes were produced and he made a search for the invoice required, but the document could not be found. An account was produced, however, of goods placed on board one of 11,311 ships on prisoner's private account, which His Lordship said was not a correct thing to do, as the management he made with the partners was that the business should be financed principally on account of Lipton's being put first and foremost as the best agency, and:

His Honour said further:—Do you mean to say that when you put forward Lipton as the main agency from which the firm should derive its profit that you did an honest thing in selling goods on your own private account?

His Honour, after prisoner had tried to make good his defence, addressed the jury and strongly too. He said in substance:—Anything more degrading and low for a European to swindle Chinese in the way these partners in the Mutual Stores appear to have been swindled, I cannot imagine. Again, it creates a very great prejudice in the minds of Europeans and Chinese alike for a man to run away under an assumed name, as accused did, and be compelled to be fetched by the police. A man doing so must consider he had done a low and cowardly thing. I have spoken strongly, but I think such actions call for such, and I do not think I have been out of place in saying what I have. We have no evidence to show that prisoner put one cent in the concern. If the jury are of opinion that the money in the bank was in connection with the Mutual Stores, the three cheques prisoner drew would have to be accounted for. The \$100 he drew and says he gave to Mrs. Brentnall's mother, was the property of the Stores. I ask, what ever had Mrs. Brentnall's mother to do with the Stores? What right had he to give away money belonging to the Stores to people who had nothing to do with the place? It might be very charitable, but he had no right to appropriate that money to his own use. In no way has accused accounted for these sums drawn, and there remains the fact of his running away immediately after. He has sprung upon us at the last moment that the draft was a private one, but he does not produce or inform us of anything contained in the invoice sent with the draft, and he says he cannot remember. Standing in peril as he does, do you not think, gentlemen, he would bestir himself to remember the items if such a draft had been sent? And it now remains for you to decide whether accused is guilty or not.

The jury retired for a short time and returned with a verdict of guilty on all three charges. Judgment was reserved until Monday.

THE PUNJOM MINING CO. LD.

MONTHLY REPORT OF THE MANAGER FOR MAY, 1899.

The Secretary of the above company forwards us the following report:—
TANGKONG-SURFACE.—Open cut for a cart road near adit levels, was continued 14' 6" making it a total length of 77'. It cut the ore body developed in the adit levels at a point where it is very low grade, and no ore was mined from this point.
ADIT LEVELS.—A drive from one of these, in ore ahead of open cut, was driven 14' 6" to test the ore, which proved of low grade at this point.
A drive of 5' was put in to connect these levels with uprise from level No. 1 on Lode No. 2.
Some low grade ore and about 30 tons of good ore, average assay value, 12 oz. 10 dwts. 83/8 grs. was mined from these levels.
LEVEL No. 1.—50 foot level.
CROSSCUT No. 1.—This is the drive referred to as "crosscut" in March and April reports. This was extended 10' making it a total length of 81'.
It is still in ore, Lode No. 2 therein showing about 45' thick of a fair grade.
CROSSCUT No. 2.—This was started across Lode No. 2 from the South drive 50' southerly from uprise from crosscut No. 1, and driven easterly 25' when it was stopped and westerly 16' going easterly it cut through what appears to be the hanging wall of this lode, and westerly it continues in the lode which has improved in grade materially therein.
LEVEL No. 2.—100 foot level.
West drive. This was extended on Lode No. 1, 22' 6" making a total distance of 34' 6". It continues to show a fairly well defined lode some 4' to 12' thick, but very low grade.
CROSSCUT No. 3.—This was started from the west drive north-westerly towards Lode No. 2 and driven 8' through hard country rock.
This drive is being put in to develop Lode No. 2 at this level which I expect to cut during the present month if it continues down to this level on its dip had in Level No. 1.
So far as present developments show there is a large ore body in Lode No. 2 in this mine, of varying grade; the ore is, as a rule, poor on the hanging wall and improves with development towards the foot wall, which has not been cut yet.
SWATH No. 3 CUTTING.—This was extended 50' making it a total length of 89'. Nothing of value was developed there.
Considerable surface prospecting was done about 100 tons of payable ore found in bunches on and near the surface, and mined, but nothing of the nature of a permanent reef located as yet.
CYANIDE WORKS.—These were started the latter part of the month, but not run enough to make a clean-up advisable.
GENERAL RAINFALL.—This was light during the early part of the month, but very heavy about the middle causing some little damage to roads and bridges and, though nothing serious, it occasioned considerable delay in our work, particularly at Tankong and at Buket Sarong Section.

THE SHARE MARKET.

Messrs. Benjamin, Kelly and Potts, in their weekly share report, state:—

Business has been fairly active during the past week, most stocks are firm and in some instances show an improvement in previous quotations.

The Hongkong Electric Company, Limited, has advertised its Tenth Ordinary Yearly Meeting of Shareholders for the 8th July. The transfer books will be closed from the 24th instant to the 8th proximo, both days inclusive.

Given notice that a call of 10s per share has been made in respect of shares not fully paid up, and that such call is payable on the 20th July next.

Banks.—Hongkong and Shanghai Banks have been steady and small lots have changed hands at 100 per cent premium. The London quotation is 25/10. National have been done at 29/1.

Marine Insurance.—Unions are required for 24/35. China Trade are firm at 30/2. Yangtze can be placed at 30/1. Chinese are available at 34/0. Steels are firm with buyers at 30/2.

Fire Insurance.—Hongkong Fire Office sales at 34/1 are a shade easier and are obtaining at 34/1.

China Fines have been sold at \$100 a ton, wanted for the most part by the shipping companies. Canton and Macao Steamships have again been done at 29/1, and are firm at the rate. Indo-China have been fixed at 26/0 and 26/1. China and Manila are in request at 35/1. Douglas Steamships are quiet and are obtainable at 35/8. Star Ferries have been in some demand and have been placed at 14/1, 14/1, 14/1 and 14/1.

Refineries.—China Sugars suffered a slight reaction and were sold at 17/2 and 17/3, and are again firm with buyers at 17/3. Luxons are also easier and are obtainable at 87/.

Mining.—Punjoms have continued in strong demand with the result that sales have been effected at advancing rates up to 15/5. The Preference shares have been done at 32/1 and 32/1. The following telegram has been received from the Mines:—Tangkong, have struck the lode on the 100 foot level, average width of lode is 3 feet, assays average 21 dwts. per ton.

Charbonnages have had a sharp rise and have been taken off the market at 25/5, and now wanted at 26/0. Queen Mines have again come into notice and a good many shares have changed hands at 50 and 55 cents. Celebus are slightly firmer and have been booked at 13/0. Rauba are quiet with no business to report. Olivers A have been bought at 56 and B shares at 54 and 53/.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks are steady with sales at 400 and 401 1/2 premium. Kowloon Wharf shares have been dealt in at 88/8, 88/1 and 89/0. Lands, Hotels and Buildings.—Hongkong Lands have been negotiated at 90 and 91. West Point have been fixed at 82/1. Hong Kong Hotels improved two points and have been sold at 93/9, 94/1 and 95/1. Humphrey's Estate have been done at 110/30. China Providents are quiet with sellers at 52/.

Cotton Mills.—There is nothing to report in stocks under this heading.

Miscellaneous.—Green Island Cements have changed hands at 28/8, 28/8 and 28/8, closing quiet at 28/8. A. S. Watsons are firm with buyers at 31/4. Electrics have been done to a considerable extent at 12/1. Fenwicks have been sold at 13/5. Ice is very firm and wanted at 13/5. Small lots of Dairy Farms have been done at 5/5. China Bakeries have been placed at 25/.

THE PLAGUE.

Cases reported to 23rd inst. 929
Do. do. during past 24 hours 16
Total 945

Deaths reported to 23rd inst. 864
Do. do. during past 24 hours 16
Total 880

MUD FLAT NORTH.

TIENSIN, June 13th.

There seems to be no longer the slightest doubt that for the present at least North China is to occupy a very subordinate position in the Imperial policy. While there was a possibility that the matters in the Transval were being tied over, hope ran high. But now that war is as good as declared in South Africa very little doubt is entertained here that Russia has a clean field before her. The attitude of the Home Government as suggested by the telegrams is substantiated by the attitude of the British Charge d'Affaires, who makes no secret of his inability to bring things to a head in Downing Street. Russia is quietly but persistently bringing pressure to bear upon the Chinese in regard to the Northern railway, and I have good reason to believe that in the long run she will succeed in getting the line as far as Shan-hai-kwan into her control, and if the money for its construction is refunded to British Capitalists, the British lien on the line from here to Peking of course becomes invalid, and that too, by natural course, of events falls under Russia's sway and the thing is done. The war in South Africa will absorb the whole of our interests for the time being, and by the time we are once more free we may have something very tangible to quarrel with Russia about in the estimation of home politicians that is. A prominent merchant from back from the old country says that in spite of all that has been said, and written, the most profound ignorance still prevails concerning British interests in China, and the general public refuse to believe that this country offers a larger field for British industries than even India. He saw Lord Charles Berosford very recently, and he was still engaged on his report for the Associated Chambers of Commerce, and until that had been approved the publication of the report his lips were sealed. It is regarded here as very singular that no news has been sent out of the debate on Weihaiwei which was supposed to have taken place over a week ago. No credence is attached to the report circulated in certain irresponsible quarters concerning Weihaiwei being handed over to the Germans in exchange for assistance in South Africa. The suggestion is not lacking in ingenuity, and in these days of "scratch my back and I'll scratch yours" policy nothing would be so lightly parted with, and certainly such a suggestion is not completely previous. His not at all certain that the Germans would care about it. They probably have no desire to get any nearer to Russia than they are, and would prefer to have a British naval station between themselves and the Northern Power. The party they hold will take all their time and money to render profitable, and Weihai is saddled with too much outlay to make it a very tempting bait. Meanwhile preparations are going forward for the improvement of the naval base with very practical lines, and believe we shall see a fine hotel there in a very short time and this will clinch the reputation and popularity of the place.

Everything is meanwhile not going altogether so softly for Russia. From all I learn the Manchurian line is not making such rapid headway as desired. The Russian officials in charge are arbitrary and hot tempered. At the slightest provocation they fire upon and otherwise ill-treat the natives, with the result that although they terrorize the Government and officials, they are becoming dreadfully unpopular among the masses, and not even Russia can afford to be independent of Chinese labour. The result has been much delay through working men being slowly and badly done. Only the other day a Cossack official fired on the workmen and shot one or two, and when the Prefect arrived to settle the trouble, the fiery subject of the Cossack fired at and wounded him in the chest. The official used his utmost endeavour to preserve the peace, but he has reported the matter to Peking.

The Japanese Minister had an audience with the Emperor and Empress Dowager a few days ago and presented the former with the Order of the Chrysanthemum and the latter with an order from the Empress of Japan. Orders have been flying of late as I hear Mr. Phillips, the local Agent of the Nippon Yusen Kaisha, has just received the 10th order of the Rising Sun from the Emperor of Japan. I do not know the special reason for this latter, but it is not infrequently a significant expression of royal favour and is sometimes followed by the dispensing with the military services.

The new Peking university is undoubtedly in a bad way. The salaries of the Chinese directors and instructors were reduced, some time ago, and now I hear several of them have resigned. This leaves virtually only the foreign professors and a few pupils, and I am given to understand that the only reason the establishment is not closed, is because the foreigners have a three years agreement, and are considered best to get as much out of them as possible. A pretence is being made in some quarters that the Empress Dowager is strongly averse to the institution being closed, but the fact is she is shrewd enough to know it would be an unpopular move, and she does not want her name associated with the discontinuance of any more progressive movements initiated by the Emperor.

Some 10,000 troops are to be moved from Peking to Shan-hai-kwan very shortly, but for what object I do not know; just for the sake of moving them somewhere perhaps. Nothing has as yet resulted from the accumulation of force in the Capital as was expected.

Great indignation is felt here at the refusal of the Chinese Government to allow horses and mules to be shipped from here for Manila. The American Government are prepared to purchase almost to any extent, beasts are badly needed in the Philippines, and a large order is now waiting here for shipment, but the Government will not grant the necessary permit, and the U. S. Minister appears too much of an old woman to enforce it. The Tsungli Yamen have asked up an old regulation of 1884 which prohibits export of horses and mules, but at the same time it is stated that the Russians have been conveying great numbers of horses to Port Arthur, and that the Germans have also been sending them to Kiaochow, and now when America, as a friendly Power, desires some she cannot get them. The matter has been laid before the American authorities in Manila, and much interest is being felt in the results.

A DARING TRICK.

MANILA, May 8th.

The Filipinos surprised the United States forces at San Fernando with a daring trick yesterday. A railway train with an engine at each end was run almost to the American outpost and in plain sight of the town. Before they could be reached a gang of natives sprang out of the train, tore up several lengths of the railway track, boarded the train again, and it steamed away so quickly that there was no opportunity to capture the raiders. The Nebraska regiment is asking for a temporary relief from duty. Only 375 men of this regiment are left at the front in Vancouver, World, 6th May.

A MUCH LARGER ARMY IS NEEDED TO CONTROL THE PHILIPPINE ISLANDS.

CEMETERIES IN ALL THE TOWNS FILLED WITH FRESH GRAVES—INSURGENT HOSPITALS INADEQUATE AND MEDICINES SCARCE.

WASHINGTON, D.C., May 26th.

Admiral Dewey called the Navy Department that he will stop at various places on his way to the United States, and will reach New York about October 1st.

The Secretary of War today sent the following cablegram to Gen. Otis: Many petitions are received to have the Washington and Oregon troops sent direct to Puget Sound and Portland. This can be done if men wish it. It will deprive them of \$25 to \$35 for travel pay from San Francisco. Let a vote be taken with this knowledge by the regiments and advise me.

MANILA, May 26th.

The events of the past week have emphasized the need of a much larger army here than which, according to the best authorities in Manila, it would be attempting the impossible to expect to maintain supremacy in the Philippine Islands. The inadequacy of the American forces is said to be responsible for the large loss in the number of small encounters without material results as compensation. Most of the fighting has been in territory which the Americans had swept but had been compelled to hold it. Foreigners who have arrived here from the insurgent country, under the recent order of expulsion, say the cemeteries in all the towns are filled with fresh graves. A majority of the Filipinos wounded because the insurgent hospitals are inadequate, medicines are scarce and they have few surgeons except Spanish captives who have been impressed. Vancouver World, 26th May.

UNCLE SAM'S TROUBLES.

Our good friend Jonathan is finding out that this expansion business brings as much trouble as glory. The Americans started in with the intention of whipping Spain, capturing Cuba and the Philippines and settling back into business again inside of a month. The discovery has been made, though, that whipping Spain only caused the trouble to start. Uncle Sam has got Cuba, but so far it has been nothing but a source of worry to him, and now comes word that British, French and German residents in the Pearl of the Antilles are going to demand from Uncle Sam damages to the extent of many millions. If the claims are bona fide they will have to be paid because Great Britain, Germany and France are not powerless like Spain. Besides there is in Cuba a growing feeling of hostility to the United States which may end in that island being as much a trouble to Uncle Sam as it was to Spain. Then from the Philippines comes the story to-day that Aguinaldo's voice is still for war and that he will keep up the fight until independence is attained. How long that will be no one can tell. It seems as if the Americans would have to wage a war of extermination before they get control of the Philippines, and if we mistake not it was for such things in the past that obloquy has been heaped upon the head of Spain. To-day's dispatches tell of one American killed by the insurgents as they are now called, and in return 20 of the Filipinos were slaughtered as part of a day, is now referred to as a villain of the deep, and yet he is asking no more now than he did when fighting the Spaniards. Uncle Sam will in future be able to sympathize with the great colonizing nations of Europe and appreciate the troubles they have had. For the sake of humanity it seems a pity that some agreement cannot be come to in the Philippines, otherwise more American lives will be sacrificed than the whole batch of islands are worth. Vancouver World, 15th May.

SHIPPING REPORTS.

Captain Cobban of the steamship *Esmeralda* from Manila reports "light west and north winds, but fine clear weather."

Captain Curtis of the steamship *Deiwin* from Bangkok reports "Light southerly and south-westerly winds, and fine weather, with smooth sea (unusually) on this latter."

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NOTANDA.

CALENDAR.

JUNE.	
Meteorological means based on fifteen years' observations to 1895.	
Barometer.....	29.764
Thermometer.....	82.7
Humidity.....	83.0
Rainfall.....	16.496
TO-DAY.	
WEATHER REPORT.	
On date at 10 a.m.	On date at 1 p.m.
Barometer.....	29.78
Thermometer.....	84
Humidity.....	75
Rainfall.....	0.01
TO-DAY.	
Saturday, 24th June, 1899.	
Chinese—17th of 5th moon of 25th year of Kwang-si.	
Sun—Rises.....	5hr. 19min.
Sets.....	6hr. 45min.
High water—Morning.....	5hr. 37min.
Afternoon.....	10hr. 40min.
Low water—Morning.....	5hr. 50min.
Afternoon.....	11hr. 30min.

TO-MORROW.	
Sunday, 25th June, 1899.	
Chinese—18th of 5th moon of 25th year of Kwang-si.	
Sun—Rises.....	5hr. 19min.
Sets.....	6hr. 45min.
High water—Morning.....	5hr. 18min.
Afternoon.....	10hr. 30min.
Low water—Morning.....	5hr. 40min.
Afternoon.....	11hr. 45min.

ANNIVERSARIES.

1571—City Council of Manila constituted.
1859—The Austrians defeated by the French at Solferino.

1874—The Chinese merchants of Hongkong petitioned H.M. the Queen re the Customs Blockade.
1880—The Po Leung Kuei Society formed.

1894—Assassination of M. Carnot, President of the French Republic.
1895—Serious disturbance in the Shamen—Admiral Camar's squadron arrives at Port Said—Capt. Sverdrup's Arctic Expedition sails from Christiania on the *Frank*.

TO-MORROW.

Sunday, 25th June, 1899.	
Chinese—18th of 5th moon of 25th year of Kwang-si.	
Sun—Rises.....	5hr. 19min.
Sets.....	6hr. 45min.
High water—Morning.....	5hr. 18min.
Afternoon.....	10hr. 30min.
Low water—Morning.....	5hr. 40min.
Afternoon.....	11hr. 45min.

ANNIVERSARIES.

1843—Treaty of Nanking exchanged.
1846—Com Laws repealed.
1859—The British fleet defeated by the Chinese at the Peiho River.

1861—Order of the Star of India founded.
1862—Attack on the British Legation at Tokio.
1874—Treaty between China and Peru.
1896—Li Hung-chang visited Prince Bismarck.

AGENDA.

CHURCH SERVICES.

St. John's Cathedral.—Communion, 7 a.m.; Matins, 11 a.m.; Evensong, 5.45 p.m.

Roman Catholic Cathedral.—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m.; Benediction, 5 p.m.

Union Church.—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point.—Morning Service, 11 a.m.

St. Francis Church, Vanchi.—Mass (*Chin.*), 8 a.m.; (*Port.*), 7.30 a.m.; Benediction, 5 p.m.

St. Joseph's Church, Garden Road.—Morning Service (*English*), 9 a.m.

St. Anthony's Chapel, West Point.—Mass, 8 a.m.

Wesleyan Methodist Church.—Services, 10.30 a.m. and 5.45 p.m.

Peter's Seamen's Church.—11 a.m. and 6.30 p.m.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HAKATA MARU..... F. E. Sommer.....	MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	THURSDAY, 29th June, at 4 P.M.
RIOJUN MARU..... J. W. Ekstrand.....	SEATTLE (VIA S.W.A.) VIA KOBE, YOKOHAMA & VICTORIA, B.C.....	THURSDAY, 29th June, at 4 P.M.
FUTAMI MARU..... C. Hillcoat.....	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.....	FRIDAY, 30th June, at 4 P.M.
HAKUAI MARU..... M. Nishimura.....	VLADIVOSTOK, VIA SWATOW, AMOY, SHANGHAI, CHIFOO, CHINA, MUPO and NAGASAKI.....	THURSDAY, 6th July, at Noon.
YAMAGUCHI MARU.....	KOBE and YOKOHAMA.....	THURSDAY, 6th July, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 23rd June, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Torio and Rubattino United Companies.)

STEAM FOR SINGAPORE, PENANG, BOMBAY, ADEEN, SUEZ, PORT SAID, NAPLES, LEGHORN AND GENOA.
(DIRECT WITHOUT TRANSIT.)
Having connexion with the Company's Mail Steamers to VENICE and TRIESTE, ODESSA, NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE, NORTH and SOUTH AMERICAN PORTS up to CALLAO.
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELLE RUBATTINO.....	Departure.....	8th July.
*DOMENICO BALDUINO.....	Canera.....	5th August.
*SINGAPORE.....	Pinerolo.....	2nd September.

*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and carry a Doctor and Stewardess.
For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & CO., Agents.

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CARLOWITZ & CO.
SOLE AGENTS.

Hongkong, 9th December, 1898.

[1399]

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M. NUMEYA.

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No. 81, Queen's Road, Central

(Opposite the Marine House),

Hongkong.

3rd June, 1899.

[7532]

NOTICE.

THE BEST PREVENTIVE OF ALL

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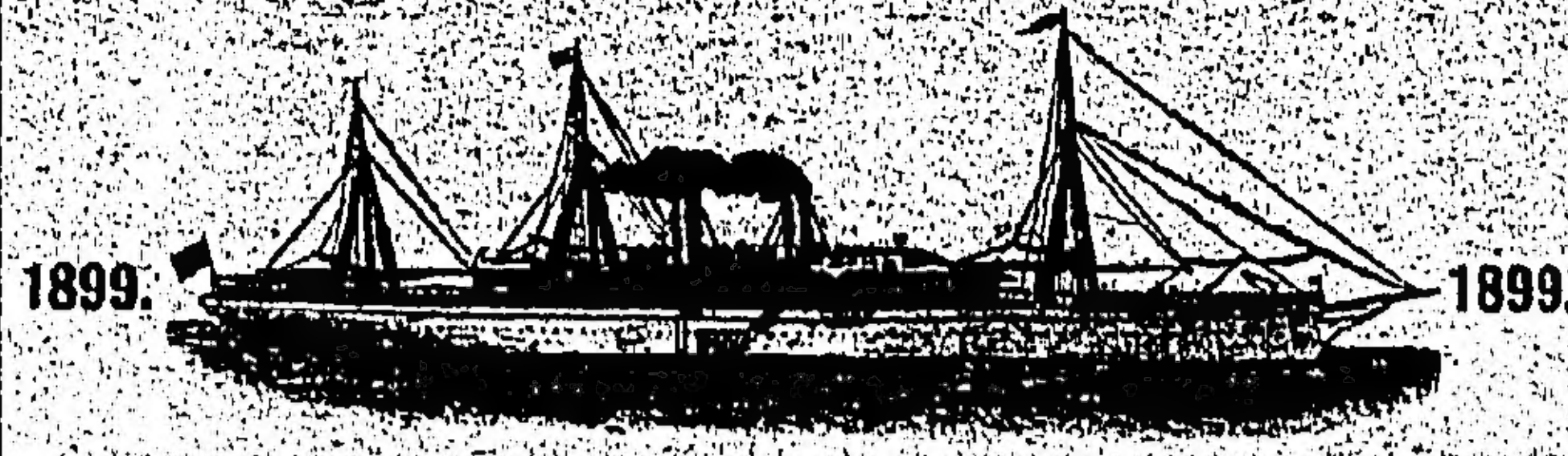
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Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER

(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and

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THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at

Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which

passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,

(second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL

TRAINS (the Company having received the highest award for same at recent Chicago World's

Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY

through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated

by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Princes Street.

Hongkong, 7th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA

OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Saturday, 8th July, at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Thursday, 3rd Aug., at Noon.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) Tuesday, 29th Aug., at Noon.

THE Steamship

"HONGKONG MARU,"

will be despatched for SAN FRANCISCO, VIA

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA and HONO-

LULU, on SATURDAY, the 8th July, at

Noon, taking Freight, and Passengers for

Japan, the United States and Europe.

Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONO-

LULU, and Passengers are allowed to break

their journey at any point en route.

Through Passage Tickets granted to England,

France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of

the United States or Canada. Rates may be

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Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail

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SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION

PACIFIC, DENVER and RIO GRANDE, and

NORTHERN PACIFIC RAILWAYS; also the

CANADIAN PACIFIC RAILWAY on payment of

£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND

CITIES in the United States have between

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UNION PACIFIC, DENVER and RIO GRANDE,

and other direct connecting Railways, and

Chicago to destination the choice of direct

lines.

Particulars of the various routes can be had

on application.

Special rates (first class only) are granted to

Missionaries, members of the Naval, Military,

Diplomatic, and Civil Services, to European

Officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for trans-

portation to Yokohama and other Japan Ports,

to San Francisco, to Atlantic and Inland Cities

of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports

in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4

P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M.

same day; all Parcel Packages should be

marked to address in full; value of same is

required.

Consular Invoices to accompany Cargo des-

tined to points beyond San Francisco in the

United States should be sent to the Company's

Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

For further information as to Passage and

Freight, apply to the Agency of the Company,

Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. [1310]

Hotel.

WINDSOR HOTEL,

HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from EN-

TRANCE HALL to each floor. BOARD

and LODGING.

MONTHLY RATES GIVEN NOW.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899. [1310]

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LLOYD.HAMBURG-AMERIKA
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(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TUNIS, GENOA; PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA..... Dumlester.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).....	5th July. Freight.
D. RICKMERS..... Dable.....	NEW YORK (via SORE CARAI).....	About 6th July. Freight.
*SARNI..... Linschlag.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).....	About 9th July. Freight and Passage.
E. RICKMERS..... H. Jacobs.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).....	About 31st July. Freight.
*SILESA..... Behrens.....	HAVRE and HAMBURG (LONDON with transshipment in HAMBURG).....	About 6th August. Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.
Calling at NAPLES for Passengers only, if sufficient inducement offers.
For further particulars as to Freight, Passage, &c., apply to

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CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

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THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN FRANCISCO
AND SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to Japan Ports and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.
Belgian King..... 3,379..... about July 1
Carmarthenshire..... 2,929..... about Aug. 1
Castile City..... 3,002..... about Aug. 26

THE Steamship

"BELGIAN KING,"
will be despatched for SAN FRANCISCO and SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about the 1st July.

Through Bills of Lading issued to any point in the United States.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 19th June, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 18th July, at Noon.

City of New York (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 12th Aug., at Noon.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Thursday, 9th Sept., at Noon.

THE U. S. Mail Steamship

"CHINA,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 18th July, at Noon, taking Passengers and Freight for Japan, the United States and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Francisco in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 19th June, 1899. [1330]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE.

VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaule (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 1st July, at Noon.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 23rd July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 22nd Aug., at Noon.

THE Company's Steamship

"GAELIC,"
will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 1st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 50 per cent. on the return passage, not apply to through fares for China or Japan.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 6th June, 1899. [1330]

NORDDEUTSCHER LLOYD.

NOTICE.

SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SINGAPORE, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, CALVESTON AND SOUTH AMERICAN PORTS.

VIA CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

Belgian King..... Wednesday, 19th July.

Prinzess..... Wednesday, 16th Aug.

Sachsen..... Wednesday, 1st Oct.

Bayern..... Wednesday, 3rd Nov.

